

City Wins Hearing Delay on Court Site Selection

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Torrance Herald

OFFICE AND PLANT AT 1619 GRAMERCY AVE., TORRANCE

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48th Year—No. 10

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TORRANCE, CALIFORNIA, THURSDAY, FEBRUARY 2, 1961

10¢ Per Copy 44 PAGES

SCHOOL TO GET NAVY PROPERTY

District Saves \$500,000 on Cost-Free Gift

A two-year battle by school officials to obtain 26 acres of property declared surplus by the Navy paid off yesterday with the announcement in Washington, D. C., that the land would be given to the district without cost.

In a telegram to the HERALD, Sen. Thomas H. Kuchel said "Pleased to inform you, acting General Services Administrator has authorized cost-free conveyance to Torrance Unified School District 26 acres of Torrance Annex Long Beach Naval Shipyard for Torrance High School extension."

DR. J. H. HULL, superintendent of schools, indicated that the land would be used to expand the Torrance High School campus. Details of the expansion will have to be worked out, he said. The property is located on the south

side of the Torrance Navy Depot between Crenshaw Blvd. and Orange Ave. It is worth about one-half million dollars, school officials estimate.

"GETTING this property is the result of a community effort," Hull said yesterday after receipt of Kuchel's telegram. "I especially appreciate the efforts of the Torrance Herald and its editorials, and the efforts of the people of the community who wrote to various government officials expressing their interest in the matter," he said.

"BY STAYING at it for two years and insisting on a review, and then getting the GSA to review their findings was due to an extensive community interest and support," he added.

"Those who supported it with letters and telegrams will be glad to know that their actions have helped save taxpayers about \$500,000," he said.

The 40-year-old Torrance High School is located on 17 acres and the addition of 26 acres will bring it to about the same size as the other high school properties in the city.

AT THE present time, it has 1200 students enrolled, about half the two newer schools, North High and South High. Present high school enrollment in Torrance is 5600 students. A fourth high school, West High, is expected to open in 1962. Enrollments are expected to reach 11,000 within 10 years.

Saturday is Deadline for Auto License

Saturday noon at regular Department of Motor Vehicles offices is the deadline for registering your vehicle without paying a penalty for 1961.

The temporary DMV stations in 145 banks which have offered registration space and service for the convenience of motorists making application with punched cards issued by the state, will close for the season at the end of banking hours Friday, February 3.

Auto clubs and associations will help their members through closing time Saturday afternoon.

If you have any transfer or other major correction to make in your registration except a simple change of address bring your card statement to a regular DMV office. If you did not receive a new 1961 card statement, submit an old 1960 registration stub with your 1961 fees.

Be sure you avoid the penalties which steeply increase the fees by applying for your 1961 registration before midnight, Feb. 4. If you must mail your application, make sure it is postmarked before that hour on that date.

City's Young Population Loads Schools

While there has been considerable local rejoicing about the fact that Torrance has passed the 100,000 mark in population, there are certain sobering facts involved in the growth.

Very few towns in the country are so "young." Of all the new residents, more than one-fourth are school age children who pay no taxes, but require school facilities.

One of four Torrance residents is in elementary and high school. In Inglewood, the ratio is one in eight. Santa Monica has only one in 12 in school.

Looking at the industrial and commercial growth in Torrance, many residents assume that this has made Torrance a "wealthy" city. In many respects, the exact opposite is true, because the city has gained new residents and children faster than it gained new tax-paying industry and business.

Some of the school problems become evident in comparing the number of pupils, assessed valuation (tax base), and assessed value per pupil of Torrance with those of other cities:

BEVERLY HILLS — 4,161 pupils; \$198,265,000 tax base; \$47,600 per pupil.

SANTA MONICA — 11,928 pupils; \$243,815,000 tax base; \$20,400 per pupil.

MONTEBELLO — 20,430 pupils; \$358,430,000 tax base; \$17,500 per pupil.

BURBANK — 16,288 pupils; \$254,006,000 tax base; \$15,500 per pupil.

PASADENA — 29,175 pupils; \$334,690,000 tax base; \$11,400 per pupil.

GLENDALE — 21,870 pupils; \$245,628,000 tax base; \$11,200 per pupil.

TORRANCE — 26,687 pupils; \$215,133,000 tax base; \$8,100 per pupil.

Since 1947, Torrance's school enrollment increased 13 times; population went up 8 times; but its tax base is only 6½ times greater.

With some 15,000 more children expected in Torrance schools by 1970, Torrance schools will have a financial problem that probably will get worse before it gets better.

Helping this financial crisis will be up to Torrance voters on Feb. 14, when they decide whether to allow a 50-cent increase from present \$2.40 tax rate for operating purposes. The \$2.40 operating tax rate is the only part of the total school rate over which the Board of Education has control. The employee retirement and Social Security rate is determined by the service of employees; the bond tax rate is determined by the amount of building since 1947; the Community Service tax is used for paying community use of schools. El Camino's Board of Trustees has jurisdiction of the junior college tax rate which also appears under the "schools" heading.

The Torrance rate breaks down as follows:
 \$2.40—Operating Tax rate, present voted maximum
 .17—Employee retirement
 .02—Social Security
 .10—Community Service
 .94—Bond interest and retirement

\$3.63—Total for elementary and high school
 .57—El Camino Junior College

\$4.20—Total tax rate which appears on bill

Of six neighboring districts, Torrance's operating tax rate—the issue in question on Feb. 14—is lowest. Of total tax rates, two districts are lower than Torrance, mainly because their bond rate for buildings is not as high. Torrance has built 31 new plants since 1947 and has five more on planning boards.

Torrance has a big school family and it is going to get bigger.

The quality of Torrance education will be at stake in the upcoming election—and voters will determine this not only for next year but several years to come.



OPEN HEART DRIVE . . . Mayor Albert Isen signs proclamation declaring February to be Heart Month in Torrance, while Mrs. William Boswell (left), Torrance unit chairman; J. A. Beasley, business chairman, and Belva Brase, regional press chairman, look on. Drive was kicked off yesterday with Beasley's group of 50 men and women moving into the field. Heart Sunday will be Feb. 26. (Herald Photo)

Supervisors Ask for New Study on Costs, Parking

A suggestion that a public hearing scheduled for Feb. 15 on the selection of a site for the Southwest District Superior Court be delayed at least 60 days won unanimous approval of the board of supervisors Tuesday after it was introduced by Supervisor Burton W. Chace.

Commenting on a report by the county administrative officer recommending that the court be placed permanently in Inglewood, Chace said "it is not nearly comprehensive enough to make a decision at this time."

HE POINTED out that many factors have not been taken into consideration in the original report, such as offers of free land by the Torrance city

Manager List Shaved Down By Chamber

Quest for a new manager to fill the vacancy created when Dick Fitzgerald resigned from his Torrance Chamber of Commerce post last December is still under way with a total of 41 applicants having filed for the position, according to William E. Shawger, president of the board of directors.

Applicants still being considered number six, none of which are local people. Although there were five local men who made the bid for the opening, the board has held to its decision to consider only persons with Chamber of Commerce managerial experience which disqualified the Torrance bidders.

Following a U.S. Chamber of Commerce offer to assist in the selection, the local board will call on this group to help. Shawger said the manager must be approved by the national group's office.

The Torrance Chamber of Commerce board of directors indicated that it will be anywhere from 10 days to three weeks before a selection of the new manager is made.

council, and requests by areas now outside of the district to be included within its boundaries.

Chace's position was backed strongly by Supervisor William G. Bonelli, who cited the need for more information on construction costs and land acquisition.

A COMMITTEE of judges appointed by Presiding Judge Louis Burke of the Superior Court had scheduled a public hearing on the matter in Los Angeles for Feb. 15. Judge Lloyd Nix, chairman of the committee, indicated yesterday that his group would willingly postpone the session.

Only reluctance shown at the postponement suggestion was that of Supervisor Kenneth Hahn. He voiced opposition to the delay, but swung around later and voted with the other board members to make the request unanimous.

MAYOR Albert Isen, who has asked for a restudy of the matter after the county report

and recommendation was completed earlier this month, expressed his pleasure at the delay. He attended the Tuesday meeting in Los Angeles.

Also pleased at the delay was Atty. Boris S. Woolley, chairman of a citizens committee in Torrance which is actively seeking to bring about the permanent establishment of the court on the Torrance civic center.

WOOLLEY and Councilman Nicholas O. Dralle had appeared before the Southwest Bar Assn. in Los Angeles and explained the Torrance case. Woolley told his committee this week that the group had expressed opposition to Inglewood as a permanent site because of the crowded conditions and lack of parking in the area.

The Torrance committee along with city officials will prepare data during the period of the delay to bolster the contention that the court would better serve the area if located here, Woolley said.



CAMPAIGNERS . . . Members of the South High Falcons joined forces with the Mothers March and went out ringing doorbells Tuesday night in an effort to add funds to the March of Dimes drive to aid in preventing crippling diseases. From left: Bill Jordan, Fred Griffin, Art Linnemeyer, Tom Pettepiece, and Steve Bailey. (Herald Photo)

A Penny for your Thoughts

"What advantages do you find in poolside apartment living?" This question was asked five people poolside at the Carson Arms.

Ann Delivuk, dry cleaning presser:

"What I like best about this type of apartment house living is that I don't have any yard work and very little house work. I find the other tenants are all sociable and a real happy group. I enjoy living here."



Glenn Sisson, Carson Arms manager:

"What advantages do they have? All of them and I do their work. Seriously, I do the maintenance work here because I am handy with tools and can keep things in repair. I do the yard work because I like to get outdoors. All they do is eat, sleep and swim in the pool."

Jack Means, insurance salesman:

"For a single man all the advantages in the world. I would not go back to hotels and conventional apartments for all the loot in Vegas. Vegas, man this is Las Vegas without the slot machines."



Susan Diamond, college student:

"With swimming so near and barbecue and patio parties I love it. My studies won't allow me much time away from my books. This way there is no lost motion and I have made lots of new and wonderful friends here."

Mary Helms, dental assistant:

"One of the nurses where I work and I share an apartment here. This way we cut down our overhead. As we work indoors we can catch up on sunshine we normally miss. This pool is a therapy in itself."



Torrance to Seek Federal Aid in Building Tower

Application for federal participation in construction of a new control tower for Torrance Municipal Airport will be prepared by City Manager George Stevens on instructions of the city council.

The \$164,000 tower, which will be staffed by the Federal Aviation Agency when put into operation, will cost the city less than half with the federal government picking up 54 per cent.